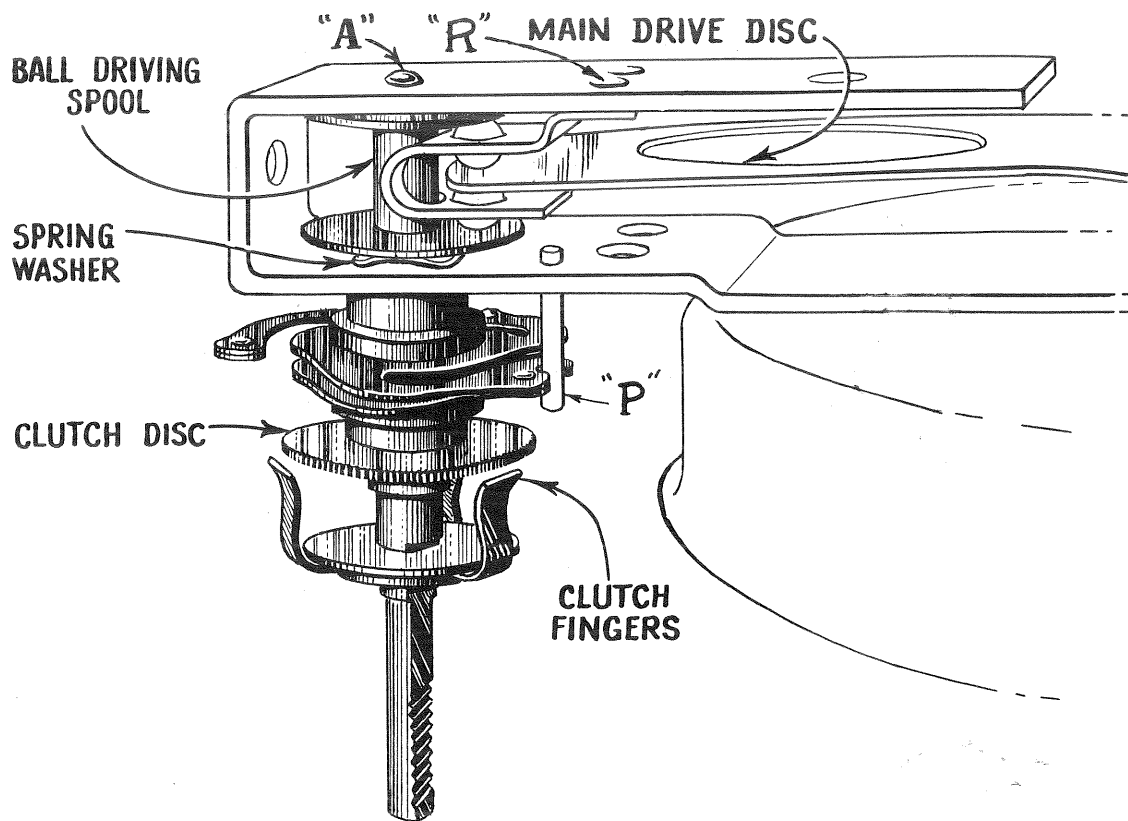


SLIPPING DIAL DRIVE MECHANISMS



The occasional slippage encountered in the Stock No. 7799 tuning control, resulting from worn clutch fingers, should be repaired by replacement of the clutch assembly and ball drive spool. These two parts, which are shown shaded in the illustration, are supplied as Stock No. 4422. The spool is "press-fitted" to the small end of the tuning shaft; hence it will be necessary to force the two apart in order to remove them from the mechanism. A new spool is required with the new clutch in order to attain the proper and original fit. The old spool is unsatisfactory for use with the new shaft.

Removing Defective Clutch—Remove the dial pointers and dial face. Dismount the drive assembly from the receiver chassis, and clamp it in a vise in a position such as illustrated. Rotate the tuning shaft until the main drive disc is out of mesh with the steel balls. Force the tuning shaft from its engagement with the ball driving spool by carefully driving the end "A" with a flat-nose pin punch of 5/32 inch diameter. To release the spool, remove one of the

rivets "R" which support the ball retaining bracket. Then shift the retainer until the spool is free. Do not let the steel balls escape from their positions. Be careful not to lose the spring washer which is adjacent to the spool on the shaft.

Installation of New Clutch—Invert the drive assembly in the vise so that the large end of the tuning shaft is upward. Install the new clutch and new spool by placing the spool in position, and forcing or carefully driving the tuning shaft into the spool from the control knob end. See that the spring washer is in its proper position on the shaft; also that the steel balls fit correctly. Replace the rivet which was removed from the ball retainer, or use a small machine screw as a substitute. Test the operation of the drive by rotating the shaft. If the fingers strike the pin "P," bend it slightly outward so they will clear. Remount the drive on the receiver chassis. In clamping the main drive disc to the condenser shaft, be certain that at neither extreme of motion will it become disengaged from the steel balls.